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*Ulysses Torres, GET*  
*Ranae Tunison, FTA*  
*Kaley Zeisel, Transfort*  
*NoCo Bike & Ped Collaborative*

**MPO Transportation Staff**  
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*Becky Karasko, Regional Transportation Planning Director*  
*Ryan Dusil, Transportation Planner*  
*Alex Gordon, Transportation Planner III / Mobility Coordinator*  
*Medora Kealy, Transportation Planner II*  
*Sarah Martin, Transportation Planner*

**Next TAC Meeting:**  
 September 19, 2018  
 1:00-3:30 p.m.

**Town of Windsor Wi-Fi**  
**Username:** Windsor Rec Center  
**Public Wi-Fi**  
**Password:** password

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)  
 MEETING AGENDA**

**August 15, 2018**  
**Windsor Community Recreation Center**  
**250 N. 11<sup>th</sup> Street—Pine Room**  
**Windsor, Colorado**

1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (*2 minutes each*)
3. Approval of July 18, 2018 Meeting Minutes (*Page 2*)

**CONSENT AGENDA:**

4. Target Setting for PM2 (*Pavement and Bridge Condition Measures*) and PM3 (*Performance of NHS, Freight, and CMAQ Measures*) Targets (*Page 6*) Gordon

**ACTION ITEM:**

No items this month.

**DISCUSSION ITEMS:**

5. 2018 Call for Projects Process (*Page 8*) Gordon/Kealy
6. FY2018-FY2019 UPWP Amendment #3 (*Page 29*) Karasko
7. North Front Range Regional Rail Concept Karasko/Jones
8. 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) (*Page 34*) Gordon
9. 2045 Regionally Significant Corridors (RSCs) (*Page 38*) Dusil/Kealy
10. 2045 Regional Transportation Plan (RTP) Process and Schedule (*Page 41*) Karasko

**OUTSIDE PARTNERS REPORTS (*verbal*):**

11. NoCo Bike Ped Collaborative (*Page 42*) **(Written Report)**
12. Regional Transit Agencies
13. Senior Transportation
14. Regional Air Quality Council

**REPORTS:**

15. Transportation Ballot Initiatives Update All
16. Roundtable All

**MEETING WRAP-UP:**

17. Final Public Comment (*2 minutes each*)
18. Next Month's Agenda Topic Suggestions

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council**

**Windsor Recreation Center - Pine Room  
250 North 11<sup>th</sup> Street  
Windsor, CO**

**July 18, 2018  
1:00 – 2:33 p.m.**

**TAC MEMBERS PRESENT:**

Dave Klockeman, Chair – Loveland  
Will Jones, Vice Chair – Greeley  
Dawn Anderson – Weld County  
Amanda Brimmer – RAQC  
Aaron Bustow – FHWA  
Eric Fuhrman – Timnath  
Tim Kemp – Fort Collins  
Rusty McDaniel – Larimer County  
Mitch Nelson – Severance  
Karen Schneiders – CDOT  
Dennis Wagner – Windsor

**NFRMPO STAFF:**

Ryan Dusil  
Alex Gordon  
Becky Karasko  
Medora Kealy  
Sarah Martin

**TAC MEMBERS ABSENT:**

Stephanie Brothers – Berthoud  
Aaron Bustow – FHWA  
Gary Carsten – Eaton  
Rick Coffin – CDPHE-APCD  
John Franklin – Johnstown  
Jessicca McKeown – LaSalle  
Katy Mason – LCOA  
Fred Starr – Evans  
Ranae Tunison – FTA  
Vacant – Milliken

**IN ATTENDANCE:**

Allison Baxter – Greeley  
Jim Eussen – CDOT  
Marissa Gaughan – CDOT  
Alana Koenig – CDOT  
Ulysses Torres - GET

**CALL TO ORDER**

Chair Klockeman called the meeting to order at 1:00 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE JUNE 20, 2018 TAC MINUTES**

Kemp moved to approve the June 20, 2018 TAC minutes. The motion was seconded by Jones and approved unanimously.

**CONSENT AGENDA**

No items this month.

**ACTION/DISCUSSION ITEM**

**Call for Projects Congestion Mitigation and Air Quality (CMAQ) Formulas and Project Scoring –** Kealy noted there is potential to coordinate with other CMAQ formula selection processes across the state, specifically with formulas used by RAQC and formulas yet to be selected by DRCOG. Gaughan noted coordination with DRCOG and other agencies would facilitate consistent statewide reporting. Kealy reviewed the air quality formulas which could be used for the upcoming FY2022-23 Call for Projects and provided additional information on AFLEET, the air quality tool RAQC uses to evaluate vehicle emissions benefits. Kealy provided sample projects to show how they might score differently

across the various formulas available and noted only one option is available for calculating emissions savings and cost effectiveness for most CMAQ project types. In response to a request at the June TAC meeting, Kealy presented the potential emissions benefits associated with adding an auxiliary lane. Only the FHWA tool kit was capable of calculating benefits, and though the total emissions reduction was relatively high, cost-effectiveness was relatively low. Multiple tools are capable of calculating the emissions benefits of Alternative Fuel projects; however, the AFLEET tool is preferable since it is used by RAQC and has CNG-specific factors. Kealy recommended using a combination of MDOT, FHWA Toolkit, and AFLEET to evaluate the emissions benefits for CMAQ projects.

Kealy reported the scoring criteria for Transportation Alternatives (TA) funds would likely remain the same, though NoCo recommended adding wayfinding and non-motorized counters as opportunities for additional points, and will discuss this at their August 8 meeting. Kealy asked TAC whether the criteria should be expanded to facilitate scoring projects that fall under different TA categories, such as environmental mitigation or historic preservation. Kealy noted even if the criteria did not directly accommodate these project types, communities could still apply for TA funds to fund these project types. TAC agreed to focus the scoring criteria on bike and pedestrian projects given the limited TA funding.

Schneiders noted no projects requiring a Buy America Waiver would be considered for funding until further notice. Projects already awarded grants, but which have not received funds, should be reported to Schneiders immediately. CDOT has discussed several options for providing funds to projects already approved, but is waiting to see how much funding is required before selecting any of the options. Anderson requested more information on how this might affect project eligibility for the upcoming Call for Projects. TAC requested more time to review the information and the item will be brought back to TAC for Action in August.

Kealy asked TAC for feedback on the scoring methodology for the FY2022-23 Call and recommended retaining elements from the previous scoring criteria, with an additional criterion for contribution to achieving established targets. It was left open for discussion whether “targets” would refer to national targets, or both national and NFRMPO-specific targets, but the consensus was for including at least national targets. Anderson noted it would be difficult to make a decision until NFRMPO-specific performance measures and targets were established. Kealy added to receive points for contributing to the achievement of targets associated with national performance measures, projects would need to be on the Interstate System for truck travel time reliability, on the National Highway System for travel time reliability, on a public road for safety, or within the ozone nonattainment area for CMAQ.

Jones asked whether the pool structure would be retained such that projects of the same type were compared against each other, not against other project types. Karasko clarified there were no official sub-categories under each funding pool; the scoring committee decided to group them to facilitate the scoring process. Kealy stated the Call for Projects was currently scheduled to open in August and staff planned to hold an information session at the August TAC meeting. Applications would be due in late September, TAC Discussion would occur in October, and TAC and Planning Council Discussion and Action would occur from November through January. Karasko recommended postponing Action until August and pushing back the Call for Projects schedule one month.

Anderson asked why staff recommended merging the scoring methodologies for small and large communities in the STBG funding category. Kealy clarified, while projects from small and large communities will continue to be scored separately, the scoring criteria set for large communities had not been used in the past. Staff recommended setting one standard scoring methodology for both large and small communities, barring other recommendations from TAC. TAC agreed a consistent methodology would be acceptable, but Schneiders noted the points should not be spread equally across categories and recommended reducing the number of points available in the partnership category. The item will come back in August for Action.

## **DISCUSSION ITEMS**

**Target setting for PM2 (Pavement and Bridge Condition Measures) and PM3 (Performance of NHS, Freight, and CMAQ Measures)** – Gordon requested concurrence TAC preferred supporting the State-established targets for the federally-required PM2 and PM3 targets instead of setting MPO-specific targets. TAC concurred and the item will go to Planning Council in August for Discussion. Klockeman asked for clarification about what reliable person-miles meant and how pavement and bridges are scored. Gordon explained these are defined in the federal regulations, but will clarify their definitions for Planning Council.

**2045 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) Framework** – Martin requested additional feedback on the five NFRMPO-specific performance measures and targets established for the *2040 RTP*. Schneiders asked whether the fatality target was for the NFRMPO and noted, without context, a target greater than zero did not make sense. Gordon responded the target was for the State and the table would include context as part of the *2045 RTP*. Schneiders commented NFRMPO performance could be reported next to the targets within the Performance Measure table structure. Klockeman asked how “new non-motorized facilities” would be measured and it was agreed it would be measured as miles of bike lanes, sidewalks, and trails. Schneiders asked whether the NFRMPO-specific transit measure and target was appropriate and achievable. TAC agreed Transfort, GET, and COLT should work together to select a more appropriate measure of transit performance for the region and to set an attainable target by projecting past trends. Schneiders asks for clarification on several of the transit Performance Measures. Brimmer noted VMT per capita compared to population translated simply to VMT growth. Martin recommended changing the measure to VMT per capita and setting a target based on current VMT per capita growth.

Gordon and Martin reviewed updates to the GOPMT framework based on feedback from the June TAC meeting, noting minor changes to the structure of the Goals section. Gordon also noted several 2040 GOPMT objectives were reworded and requested feedback. TAC members approved of the changes. Martin asked whether TAC preferred staff draft a suite of policies for each goal area or whether policies should be removed from the *2045 RTP* altogether. TAC agreed, policies for each goal area should be developed for the *2045 RTP*. Schneiders recommended referencing CDOT Policy Directive 14, which will be updated ahead of the *2045 Statewide Transportation Plan*. Staff will incorporate all recommended changes and will bring the item back to TAC for further discussion at the August meeting.

## **OUTSIDE PARTNERS REPORTS (verbal)**

**NoCo Bike Ped Collaborative** – A written report was provided.

**Regional Transit Agencies** – Torres reported Greeley Evans Transit (GET) received new 40’ buses, which will begin operation at the end of July. GET is also working with Transfort to coordinate on providing shuttles for Colorado State University home football games. GET recently submitted a FASTER grant application to help fund the operating costs of the proposed Regional Route connecting Greeley, Windsor, and Fort Collins. Kemp noted Transfort applied for a Low-No grant for electric buses. Klockeman requested more information regarding grant opportunities for transit facilities from CDOT.

**Senior Transportation** – Gordon reported the Larimer County Senior Transportation Working Group received \$5304 grant funds and also received an AARP grant to perform a Bustang travel training for seniors.

**Regional Air Quality Council** – Brimmer reported EPA concurred with the 2017 wildfire exceptional events, enabling a one-year attainment extension for the Denver Metro-North Front Range Nonattainment Area; however, ozone levels in 2018 are too high to request a second one-year extension. RAQC will likely apply for a 179B demonstration, which states the region would conform, but

for international emissions entering the region, or the region will be bumped up to a Serious Nonattainment Area designation if the 2008 standard is not revoked.

## **REPORTS**

**Transportation Ballot Initiatives Update** – Klockeman reminded the group Loveland’s ballot initiative was put on hold to support the school district bond issue. Karasko noted the joint Transportation Commission and STAC meeting this afternoon was set to discuss the details of proposed transportation ballot initiatives.

## **ROUNDTABLE**

Karasko reported the BUILD grant application for North I-25 Segment 6 was submitted and validated.

Wagner reported the roundabout on SH257 was recently opened.

Kemp stated the new Transport and Parking Services Director Drew Brooks started on July 16. US287/College Avenue in North Fort Collins was closed to accommodate BNSF railroad crossing improvements. The road will be open the evening of July 18, 2018.

## **MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month’s Agenda Topic Suggestions** – Next month’s agenda will include PM2 and PM3 Target setting as a Consent Item. CMAQ Formulas, Call for Project Scoring Criteria and Policies, Regionally Significant Corridors, GOPMT, UPWP Amendment #2, RTP Schedule and Process, and North Front Range Rail will be included as Discussion Items.

**Meeting adjourned at 2:33 p.m.**

**Meeting minutes submitted by:**

Sarah Martin, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, August 15, 2018 at the Windsor Recreation Center, Pine Room.**





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Mobility Coordinator  
Medora Kealy, Transportation Planner II  
Sarah Martin, Transportation Planner

## MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Alex Gordon

Date: August 15, 2018

Re: **Target Setting for PM2 (Pavement and Bridge Condition Measures) and PM3 (Performance of NHS, Freight, and CMAQ Measures) \*\*CONSENT\*\***

### Background

In February, the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC) took action to support the PM1 (Safety) Targets adopted by the State. By November 2018, the NFRT&AQPC must either adopt regional targets or support the State's targets for PM2 (Infrastructure Condition) and PM3 (System Performance/Freight/CMAQ). The Colorado Transportation Commission (TC) adopted Infrastructure Condition (PM2) and System Performance Targets (PM3) on April 18, 2018 and submitted the TC Resolution to FHWA in May 2018. The Statewide targets are included as **Table 1** in this Memo.

TAC discussed the item at the July 18, 2018 TAC meeting and supported adopting State targets for PMs 2 and 3. Planning Council discussed the proposed targets for PM2 and PM3 at their August 2, 2018 meeting. Planning Council members stated there should be a performance measure and target to focus on congestion, not just reliability. This will be addressed as a separate Discussion Item at TAC.

### Action

Staff requests TAC recommend Planning Council support the adoption of the Statewide targets for PM2 and PM3.

**Table 1: State (CDOT) Targets for PM2 and PM3**

Pavement Condition	Performance Measure	State Target
	<i>Percentage of pavement on the Interstate System in Good condition</i>	47%
	<i>Percentage of pavement on the Interstate System in Poor Condition</i>	1%
	<i>Percentage of pavement on the Non-Interstate NHS in Good Condition</i>	51%
	<i>Percentage of pavement on the non-interstate NHS in Poor Condition</i>	2%

Bridge Condition	Performance Measure	State Target
	<i>Percentage of NHS bridges classified as in Good Condition</i>	44%
	<i>Percentage of NHS bridges classified as in Poor Condition</i>	4%

System Reliability	Performance Measure	State Target
	<i>Percent of person-miles traveled on the Interstate System that are reliable</i>	81%
	<i>Percent of person-miles traveled on the non-Interstate NHS that are reliable</i>	64%

Freight Movement	Performance Measure	State Target
	<i>Truck Travel Time Reliability Index</i>	1.5

Environmental Sustainability	Performance Measure	State Target
	<i>VOC Reduction</i>	105
	<i>Particulate Matter Reduction</i>	152
	<i>Carbon Monoxide Reduction</i>	1,426
	<i>Nitrogen Oxides Reduction</i>	105



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Mobility Coordinator  
Medora Kealy, Transportation Planner II  
Sarah Martin, Transportation Planner*

## MEMORANDUM

**To:** NFRMPO Technical Advisory Committee

**From:** Alex Gordon and Medora Kealy

**Date:** August 15, 2018

**Re:** 2018 Call for Projects Process

### Background

The 2018 Call for Projects to award FY2022 and FY2023 funding in the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs will be held this fall. The Draft Guidebook for the Call for Projects is attached to this memo. The Draft Guidebook identifies eligible entities, eligible project types, project requirements, and scoring criteria for each funding program. In addition, the Guidebook lists the schedule and includes maps of eligible roadways.

The 2018 Call for Projects Guidebook carries forward most of the policies from the 2016 Call for Projects. Substantial changes include:

- Requiring all CMAQ and STBG projects contribute toward achievement of a federally-required performance measure and adding a scoring criterion for “Contribution to Target Achievement”
- Adding a scoring criterion in the STBG program for “Economic Development” in recognition of the Economic Development/Quality of Life Goal of the 2040 RTP
- Varying the weights among the STBG scoring criteria
- Prohibiting CMAQ projects which require issuance of a Buy America Waiver
- Requiring CMAQ ITS projects to comply with or support the Region 4 ITS Architecture

At the June and July TAC meetings, TAC discussed options for CMAQ emissions formulas for use in the 2018 Call for Projects. On August 7, 2018, CDOT held a meeting with the NFRMPO, Denver Regional Council of Governments (DRCOG), the Regional Air Quality Council (RAQC), and FHWA to discuss CMAQ emissions formula recommendations. A workshop will be held in August or September to identify tool recommendations based on project type. Once finalized, the State’s recommendations will be discussed with TAC and then added to the Guidebook.

The Draft Guidebook does not identify the 2045 RTP Goals or MPO-specific performance measures, as those are scheduled to be adopted by Council on October 4, 2018. Once adopted, the goals and performance measures will be



added to the Guidebook. Project applications will need to identify how the project supports one or more goals and may identify MPO-specific performance measures supported by the project.

At their August 8, 2018 meeting, the NoCo Bike & Ped Collaborative approved the scoring criteria for the TA program. At their September 12, 2018 meeting, NoCo will finalize the weights for each criterion and develop an internal guide for interpreting each criterion.

At the July TAC meeting, RAQC requested consideration of an STBG set-aside for air quality modeling similar to the STBG set-aside RAQC receives from DRCOG. The set-aside request is for \$50,000-\$100,000 for ozone SIP modeling and ozone sensitivity analysis of control measures. The set-aside is not included in the Draft Guidebook but may be added upon recommendation from TAC.

## **Action**

Staff requests TAC review the Draft 2018 Call for Projects Guidebook. The Call for Projects Process will be a Discussion Item at the September 6, 2018 Planning Council meeting and an Action Item at the September 19, 2018 TAC meeting and October 4, 2018 Planning Council meeting.

# DRAFT

## 2018 Call for Projects Guidebook

**Project Selection for the NFRMPO CMAQ, STBG, and TA Pools in FY2022 and FY2023**

August 8, 2018



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## Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will release a Call for Projects in the fall of 2018 for funding in FY 2022 and FY 2023. The Call includes funding in the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs. The funded projects will be included in the FY 2020 – 2023 Transportation Improvement Program (TIP).

This Guidebook provides information to assist project sponsors in completing project applications. **Section 1** provides information pertinent to all three funding categories. **Sections 2-4** provide program-specific eligibility, requirements, and scoring information. **Section 5** provides reference material applicable to the CMAQ and STBG programs.

## Section 1 - Call Overview

### 1.1 Summary of Available Funding

A total of \$18.8 Million in federal funding is estimated to be available in FY 2022 and FY 2023, as shown in **Table 1**. The funding estimates will be updated, as necessary, following Transportation Commission approval of the 2045 Program Distribution scheduled for November 15, 2018.

**Table 1. Estimated Federal Funding for the 2018 Call for Projects**

Program	FY 2022	FY 2023	Total Federal Funding
CMAQ	\$4,917,303	\$4,921,755	\$9,839,058
STBG	\$4,183,184	\$4,186,972	\$8,370,156
TA	\$330,470	\$330,816	\$661,286

### 1.2 Schedule

The Call for Projects schedule is designed to allow Planning Council Action on the recommended projects in February 2019. Following Planning Council approval of the projects, the FY 2020-2023 Transportation Improvement Program (TIP) and associated air quality conformity will be completed in February through May 2019. See **Table 2** for milestones for the 2018 Call for Projects. The key dates highlighted in gray include the opening and closing dates of the Call, the CDOT mini-application due date, as well as the dates of the scoring meetings.

**Table 2. 2018 Call for Projects Schedule**

<b>Activity</b>	<b>Date</b>
TAC Discussion on CMAQ emissions formulas	June 20, 2018
TAC Discussion on CMAQ emissions formulas and project scoring	July 18, 2018
TAC Discussion on Call for Projects Process	August 15, 2018
Planning Council Discussion on Call for Projects Process	September 6, 2018
TAC Action on Call for Projects Process	September 19, 2018
Planning Council Discussion on Call for Projects Process	October 4, 2018
<b>Official Call for Projects Opens</b>	<b>October 9, 2018</b>
TAC Call for Projects Application Presentation	October 17, 2018
CMAQ Project Descriptions Due	October 19, 2018
<b>Mini-Applications Due to CDOT*</b>	<b>October 31, 2018</b>
CMAQ Air Quality Data Due	November 2, 2018
CDOT provides review to applicants	November 9, 2018
<b>CMAQ, STBG, and TA Applications Due</b>	<b>November 16, 2018</b>
<b>CMAQ and STBG Project Scoring Meeting</b>	<b>Week of December 3, 2018</b>
<b>TA Project Scoring Meeting at NoCo Bike and Ped</b>	<b>December 12, 2018</b>
NFRMPO Develops Project Funding Phasing Plan	December 12, 2018
TAC Discussion of Recommended Projects	December 19, 2018
Council Presentation of Recommended Projects	January 3, 2019
TAC Action on Recommended Projects	January 16, 2019
Council Action on Recommended Projects	February 7, 2019

\*Projects touching a state highway must submit a mini-application to CDOT and submit a CDOT letter of support with their final application. All other projects that, if awarded, would complete an IGA with CDOT may choose to submit a mini-application to CDOT to receive feedback on the proposal.

### **1.3 Requirements for all Projects**

Project applications must demonstrate how the project is consistent with current MPO planning documents. Roadway projects must be on a federal-aid eligible portion of a Regionally Significant Corridor (RSC) identified in the *2040 Regional Transportation Plan (RTP)* and must be consistent with the *2040 RTP* corridor vision. Bicycle and pedestrian trail projects must be on a Regional Non-Motorized Corridor (RNMC) identified in the *2013 Bicycle Plan* and *2016 Non-Motorized Plan*. All projects must be consistent with other local, state, and regional plans, as available.

The project must also support the recently adopted 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT). Due to federal regulations requiring the TIP to be designed to allow the region to make progress toward achieving the federally-required performance measures, all CMAQ and STBG applications must identify at least one federally-required performance measure impacted by the project. Since there are no federally-required measures applicable to the TA program, TA applicants must

Each project application must identify the required local match. The required local match for CMAQ and STBG is typically 17.21 percent and the required local match for TA is 20 percent of the combined local and federal request. The local match is **not** calculated based on the total project cost because the project may have local overmatch or additional funding sources that do not require a local match.

To calculate local match based on the federal request, use the following formulas:

- For STBG and CMAQ projects (17.21 percent match):

$$\text{Local Match} = \frac{\text{Federal Request} * 0.1721}{0.8279}$$

- For TA projects (20 percent match):

$$\text{Local Match} = \frac{\text{Federal Request} * 0.2}{0.8}$$

#### 1.4 Scoring Committees

TA applications related to non-motorized infrastructure will be scored by the NoCo Bike and Ped Collaborative at their December 12, 2018 meeting. Applications for CMAQ, STBG, and any non-motorized TA project will be scored by a committee formed from interested members of the Technical Advisory Committee (TAC). Application materials will be sent out to committee members for review prior to each scoring meeting.



## Section 2 - Congestion Mitigation and Air Quality (CMAQ)

### 2.1 Eligible Applicants

Local and state government agencies are eligible to apply for CMAQ funding. Non-profits and private sector entities may partner with an eligible applicant to complete a project.

### 2.2 Eligible Project Types

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. **Due to the suspension of the Buy America Waiver program, eligible projects must not require the issuance of a Buy America Waiver for implementation.** Eligible project types include:

- Diesel engine retrofits
- Diesel vehicle repower
- Idle reduction strategies
- Park and ride lot construction
- Incident management
- Alternative fuel vehicle/bus
- Alternative fuel stations
- Transit service expansion
- Transit amenity improvements
- Extreme-temperature cold start technologies
- Bicycle and pedestrian facilities and programs
- Employee transit benefits
- Intermodal freight
- Intersection improvements
- Traffic signal synchronization
- Roundabouts
- Intelligent Transportation Systems (ITS), including Vehicle-to-Infrastructure (V2I)
- Congestion pricing
- Carpooling / vanpooling
- Carsharing
- Ridesharing
- Bikesharing
- Subsidized transit fares
- Travel Demand Management (TDM) strategies and outreach

### 2.3 Project Requirements

All CMAQ project submissions must include a complete application, air quality data request form, air quality benefit worksheet, project location map, detailed cost estimate, and resolutions of support and letters of approval.

All applications must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding.
- Roadway projects must be on a Regionally Significant Corridor (RSC) as identified in the *2040 RTP* (see **Section 5**)
- Roadway projects must be on a federal-aid eligible roadway (See **Section 5**). Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in [23 U.S.C. 470](#).

- Local match of 17.21 percent (*exceptions noted on page 6*)
- Address at least one federally-required Performance Measure (see **Section 5**)
- Consistent with the *2040 RTP Corridor Visions*
- Project is within the NFRMPO Boundary (attach project location map to application)
- Comply with applicable local land use plans or current corridor studies, if available
- Complete a construction or implementation phase
- Demonstrate an air quality benefit for the North Front Range region
- Sponsors can apply for up to \$2,037,361, which is 50 percent of the total CMAQ funding available (\$4,074,721)
- Sponsors must submit a project description to the NFRMPO no later than October 19, 2018 to receive CMAQ Emission Worksheets
- **Project does not require the issuance of a Buy America Waiver**
- ITS projects must comply with or support the [Region 4 ITS Architecture](#)<sup>1</sup>

CMAQ funds cannot be used for:

- Transit operations beyond a five-year start-up (step down approach), maintenance, or roadway capacity projects.

For additional information on the CMAQ program, view the FAST Act CMAQ Fact sheet at <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>.

### **Local Match Exceptions**

The Federal share payable for projects on the Interstate System including a project to add high occupancy vehicle (HOV) lanes or auxiliary lanes, but excluding projects to add any other lanes, may, at the discretion of the State, be up to 91.4 percent.

Certain safety improvements as listed in 23 U.S.C. 120(c)(1) (traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections) may have a Federal share of 100 percent, but this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104.

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<sup>1</sup> CDOT Region 4 Intelligent Transportation Systems Architecture Plan, August 2011, [http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Architecture\\_08-31-2011.pdf](http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Architecture_08-31-2011.pdf)

## 2.4 Project Scoring

**Table 3. Congestion Mitigation and Air Quality (CMAQ) Scoring**

CMAQ Evaluation Criterion	Possible Points
Short Term Emissions Benefit (Year 1)	20
Long Term Emissions Benefit (Years 2-5)	30
Cost Effectiveness (Cost ÷ Total Emissions Benefit)	30
Contribution to Target Achievement	20
<b>TOTAL</b>	<b>100</b>

## 2.5 Emissions Formulas

[TBD]

## Section 3 - Surface Transportation Block Grant (STBG)

### 3.1 Eligible Applicants

The following entities may apply for STBG funding:

- local governments;
- transit agencies;
- natural resource or public land agencies;
- school districts, local education agencies, or schools;
- nonprofit entities responsible for the administration of local transportation safety programs; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of Section 213 of Title 23.

### 3.2 Eligible Project Types

STBG is the most flexible funding source among all Federal-aid highway programs. In general, projects must be located on federal-aid eligible roadways; however, see 23 U.S.C. 133 for exceptions.

Eligible project types include:

- Construction of-
  - highways, bridges, tunnels;
  - transit capital projects eligible for assistance under Chapter 53 of Title 49;
  - infrastructure-based ITS capital improvements, including the installation of vehicle-to-infrastructure (V2I) communication equipment; and
  - truck parking facilities eligible for funding under Section 1401 of MAP-21 (23 U.S.C. 137 note).
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental measures eligible under Sections 119(g), 328, and 329 and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that Section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- Fringe and corridor parking facilities and programs in accordance with Section 137 and carpool projects in accordance with Section 146.
- Recreational trails projects eligible for funding under Section 206, pedestrian and bicycle projects in accordance with Section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the date of enactment of the FAST Act, including projects described under Section 101(a)(29) as in effect on such day.

### 3.3 Project Requirements

All STBG project submissions must include a complete application, project location map, detailed cost estimate, and resolutions of support and letters of approval.

All applications must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding
- Roadway projects must be on a Regionally Significant Corridor (RSC) as identified in the 2040 RTP (see **Section 5**)
- Consistent with the 2040 RTP Visions
- Addresses at least one federally-required Performance Measure (See **Section 5**)
- Roadway projects must be on a federal-aid eligible roadway (See **Section 5**). Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in [23 U.S.C. 470](#).
- Local match of 17.21 percent (*exceptions noted on page 10*)
- Complies with applicable local land use plans or current corridor studies, if available
- Project is within the NFRMPO Boundary (attach project location map to application)
- Project must complete a construction or an implementation phase
- Federal request cannot be less than \$100K
- Sponsors can only apply for projects equal to the funding shown on the Community Targets Table (see **Table 4**)

For additional information on the STBG program, view the FAST Act STBG Fact sheet at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.

### **Local Match Exceptions**

The Federal share payable for projects on the Interstate System including a project to add high occupancy vehicle (HOV) lanes or auxiliary lanes, but excluding projects to add any other lanes, may, at the discretion of the State, be up to 91.4 percent.

Certain safety improvements as listed in 23 U.S.C. 120(c)(1) (traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections) may have a Federal share of 100 percent, but this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104.

For STBG projects, the Federal share payable on any project, program, or activity with innovative project delivery methods, including those to improve work zone safety, improve the quality of or decrease maintenance costs of highways and bridges, accelerate project delivery, or reduce congestion related to highway congestion may, at the discretion of the State, be up to 100 percent. The authority of the State to increase the federal share for innovative project delivery methods is limited to 10 percent of the combined apportionments for programs identified in 23 U.S.C.120(c)(3)(C)(ii).



Table 4. STBG Community Targets

STBG Community Targets							
Community	2016 Population (DOLA)	Percent of Total Population	Percent of Large Communities Population	Population-based Target	Additional Allowable Request*	Maximum Federal Request	
Small Communities	Evans	4.1%	-	\$341,539	\$853,536	\$1,195,075	
	Johnstown	3.1%	-	\$261,082	\$853,536	\$1,114,618	
	Garden City	0.0%	-	\$4,171	\$853,536	\$857,707	
	Severance	0.8%	-	\$68,821	\$853,536	\$922,357	
	Timnath	0.6%	-	\$49,095	\$853,536	\$902,631	
	Berthoud	1.3%	-	\$105,419	\$853,536	\$958,955	
	Eaton	1.0%	-	\$86,200	\$853,536	\$939,736	
	LaSalle	0.4%	-	\$36,311	\$853,536	\$889,846	
	Milliken	1.3%	-	\$112,681	\$853,536	\$966,217	
	Weld County	2.7%	-	\$226,764	\$853,536	\$1,080,299	
Windsor	5.0%	-	\$414,988	\$853,536	\$1,268,524		
<b>Small Community Total</b>	<b>101,078</b>	<b>20.4%</b>	<b>-</b>	<b>\$1,707,072</b>	<b>\$853,536</b>	<b>\$11,095,965</b>	
Large Communities	Fort Collins	32.9%	41.3%	\$2,399,021	\$719,706	\$3,118,727	
	Greeley	21.1%	26.5%	\$1,539,627	\$461,888	\$2,001,514	
	Loveland	15.3%	19.3%	\$1,118,941	\$335,682	\$1,454,624	
	Larimer County	10.3%	12.9%	\$751,960	\$225,588	\$977,548	
	<b>Large Community Total</b>	<b>394,530</b>	<b>79.6%</b>	<b>-</b>	<b>\$5,809,549</b>	<b>\$1,742,865</b>	<b>\$7,552,413</b>
	<b>Total</b>	<b>495,608</b>	<b>100.0%</b>	<b>-</b>	<b>\$7,516,620</b>	<b>-</b>	<b>\$18,648,379</b>

Small Communities	
Overall target (population-based targets plus small community fund)	\$2,560,607
Funding Percent	30.6%
Population Percent	20.4%

Large Communities	
Overall target (population-based targets)	\$5,809,549
Funding Percent	69.4%
Population Percent	79.6%

TOTAL STBG FUNDING	
	<b>\$8,370,156</b>

\*Small communities (those with a population of 50,000 or less) may apply for the small community fund. The fund is equal to 50 percent of the cumulative population-based small community targets. Small communities may also apply to partner with large communities.

Large communities (those with a population over 50,000) may apply for up to thirty percent additional funding beyond their population-based target, but the overall large community target is based solely on the cumulative population-based targets.

### 3.4 Project Scoring

**Table 5. Surface Transportation Block Grant (STBG) Scoring**

STBG Evaluation Criterion	Possible Points	
	Small Communities	Large Communities
Safety	25	30
Mobility (multi-modal, congestion, reliability, continuity, etc.)	15	25
System Preservation (maintaining the current system based on current pavement condition)	25	10
Partnerships (Each partner must contribute at least 10% of the local match requirement)	10	10
Economic Development	5	5
Contribution to Target Achievement	20	20
<b>TOTAL</b>	<b>100</b>	<b>100</b>

## Section 4 - Transportation Alternatives (TA)

### 4.1 Eligible Applicants

Entities eligible to receive TA funds include:

- local governments;
- transit agencies;
- natural resource or public land agencies;
- school districts, local education agencies, or schools;
- nonprofit entities responsible for the administration of local transportation safety programs; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of Section 213 of Title 23.

Other than the specific type of nonprofit entities identified above, nonprofits are not eligible as direct grant recipients of the funds. However, nonprofits are eligible to partner with any eligible entity on an eligible TA project.

### 4.2 Eligible Project Types

TA funds may be used for the following project types:

- Pedestrian and Bicycle / Non-Motorized Transportation
  - Bicycle and pedestrian / non-motorized transportation facilities
  - Infrastructure-related projects to provide safe routes for non-drivers
  - Conversion of abandoned railway corridors to trails
- Historic / Scenic Transportation Activities
  - Construction of turnouts, overlooks, and viewing areas
  - Control and/ or removal of outdoor advertising
  - Historic preservation and rehabilitation of transportation facilities
- Environmental Mitigation
  - Mitigation of water pollution due to highway runoff
  - Reduction of vehicle-caused wildlife mortality
  - Vegetation management practices
  - Archaeological activities relating to impacts from a transportation project

### 4.3 Project Requirements

All TA project submissions must include a complete application, description of proposed project, maps, plans and photographs; evidence of eligibility by project category; benefits of proposed projects; environmental review; budget and implementation schedule; proposed maintenance plans, agreements, covenants; resolutions of support and letters of approval; and right-of-way or legal property description. If the environmental review has not yet taken place, applicants must specify when the environmental review will occur.

All applications must meet the following requirements:

- If project touches a state highway, sponsor must get a CDOT letter of support even if CDOT does not provide funding
- If project is trail-related, it must impact a regional connection from the 2013 NFRMPO Regional Bicycle Plan (RBP) and 2016 NFRMPO Non-Motorized Plan (NMP) (identify in Attachment A)
- Local match of 20 percent
- Address at least one 2045 RTP Performance Measure (explain in Attachment C and provide appropriate data)
- If project is trail-related, it must be consistent with the corridor visions from the 2013 RBP and 2016 NMP (identify and explain in Attachment C)
- Project must be within the NFRMPO Boundary (include map in Attachment B)
- Comply with applicable local land use, bike, or current corridor studies, if available
- Project completes a construction or an implementation phase
- Sponsors can apply for the total funding amount: \$661,286
- Federal request cannot be less than \$50K

For additional information on the TA program, view the FAST Act TA Fact sheet at <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>.

#### 4.4 Project Scoring

**Table 6. Transportation Alternatives (TA) Scoring**

TA Evaluation Criterion	Possible Points
Enhance Safety	20
Increase Bicycling and/or Walking Activity	9
Maximize Transportation Investment / Network Connectivity Improvement	11
Improve State and Regional Economy	8
Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health	8
Provide Transportation Equity	4
Project Readiness	20
Integration with Plans and Community Documented Support	20
<b>TOTAL</b>	<b>100</b>

## Section 5 - CMAQ and STBG References

### 5.1 2045 Goals and Performance Measures

All STBG and CMAQ project applications must identify at least one federally-required performance measure for which the project would contribute toward target achievement. **Table 7** identifies the federally-required performance measures for the North Front Range region and the applicable coverage area. For example, under the highway safety performance area, any project on a public road that is expected to reduce the rate of serious injury crashes would contribute toward target achievement of a federally-required measure. For other performance areas, such as pavement condition, the project would need to be on the National Highway System (NHS) to contribute toward target achievement of a federally-required measure.

The NHS system within the NFRMPO region includes I-25, US287, US85, US85 Business, US34, portions of US34 Business, and SH14, as shown on **Figure 1**.

**Table 7. Federally-required Performance Measures**

Performance Area	Performance Measure	Coverage
Highway Safety	Number of Fatalities	All Public Roads
	Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	
	Number of Serious Injuries	
	Rate of Serious Injuries per 100M VMT	
	Number of Non-motorized Fatalities and Serious Injuries	
Pavement Condition	Percentage of pavement on the Interstate System in Good condition <sup>2</sup>	NHS
	Percentage of pavement on the Interstate System in Poor Condition	
	Percentage of pavement on the non-Interstate NHS in Good Condition	
	Percentage of pavement on the non-interstate NHS in Poor Condition	
Bridge Condition	Percentage of NHS bridges classified as in Good Condition <sup>3</sup>	NHS
	Percentage of NHS bridges classified as in Poor Condition	

<sup>2</sup> Good and poor pavement conditions are based on the International Roughness Index (IRI), Cracking, Rutting, Faulting, and/or Present Serviceability Rating (RSC) as described in [23 CFR Part 490 Subpart C](#).

<sup>3</sup> Good and poor bridge conditions are assessed based on the National Bridge Inventory (NBI) condition ratings as described in [23 CFR Part 490 Subpart D](#).

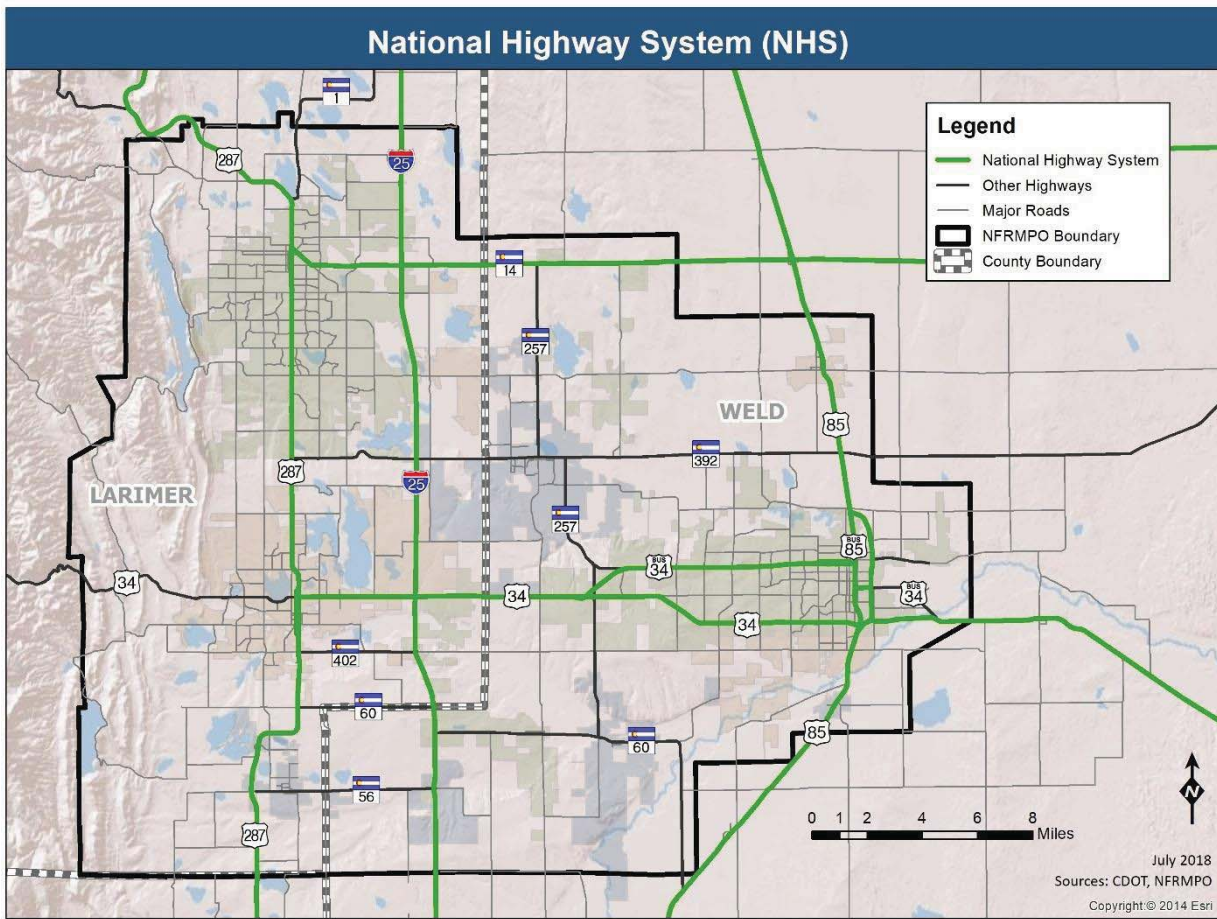
Performance Area	Performance Measure	Coverage
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable <sup>4</sup>	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index <sup>5</sup>	Interstate
CMAQ Emissions	VOC Reduction	Non-attainment areas
	Carbon Monoxide Reduction	
	Nitrogen Oxides Reduction	
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	System-wide
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB	
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	
Transit Safety	Number of reportable fatalities by mode	System-wide
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode	
	Number of reportable injuries by mode	
	Rate of reportable injuries per TVRM by mode	
	Number of reportable safety events by mode	
	Rate of reportable safety events per TVRM by mode	
	Mean distance between major mechanical failures by mode	

<sup>4</sup>A segment is considered reliable if its Level of Travel Time Reliability (LOTTR) is less than 1.5. LOTTR is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

<sup>5</sup> The Truck Travel Time Reliability (TTTR) Index measures the 95<sup>th</sup> percentile truck travel time against the 50<sup>th</sup> percentile truck travel time.



**Figure 1. National Highway System (NHS)**



In addition to the federally-required performance measures, the NFRMPO Planning Council adopted **XX** MPO-specific performance measures and targets on **XX XX**, 2018. Project applications may indicate if the project would contribute toward achievement of any of the MPO-specific targets. The MPO-specific performance measures are identified in **Table 8**.

**Table 8. 2045 RTP MPO-Specific Measures**  
[TBD]

Project applications must also identify which of the 2045 RTP goal(s) is(are) supported by the project. The 2045 RTP goal(s) are identified in **Table 9**.

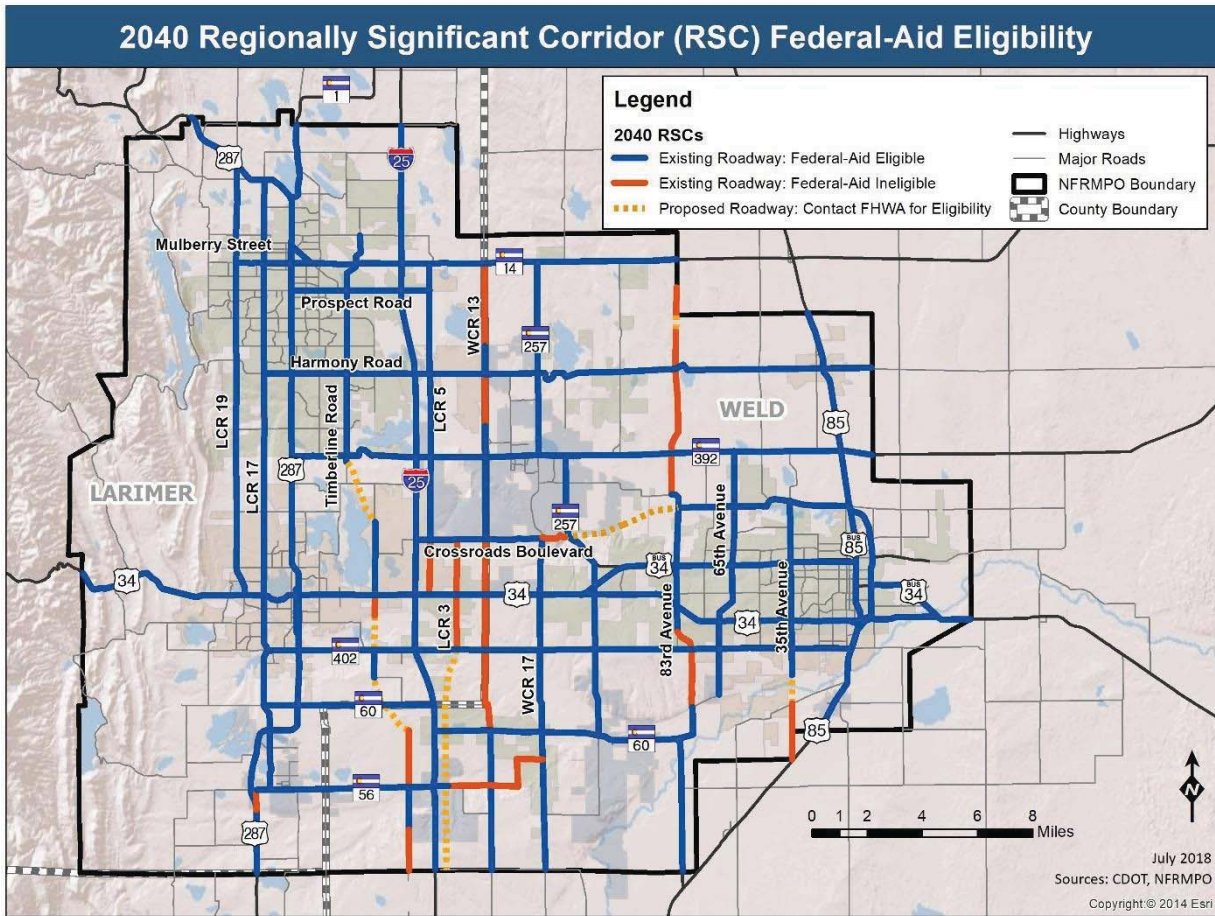
**Table 9. 2045 RTP Goals**  
[TBD]

## 5.2 Federal-Aid Eligible 2040 Regionally Significant Corridors (RSCs)

Roadway projects must be on a federal-aid eligible portion of an RSC identified in the 2040 RTP. Federal-aid eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in [23 Part 470](#).

**Figure 2** identifies the federal-aid eligible RSCs in blue. For proposed roadways, shown in yellow, please contact FHWA for eligibility. RSCs shown in red are ineligible for federal-aid due to their classification as local roads or as rural minor collectors by CDOT.

**Figure 2. 2040 Regionally Significant Corridor (RSC) Federal-Aid Eligibility**





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Mitch Nelson, Town of Severance  
Karen Schneiders, CDOT Region 4  
Fred Starr, City of Evans  
Dennis Wagner, Town of Windsor  
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## MEMORANDUM

**To:** NFRMPO Technical Advisory Committee  
**From:** Becky Karasko  
**Date:** August 15, 2018  
**Re:** FY2018-2019 Unified Planning Work Program (UPWP)  
Amendment #3

### Background

The NFRMPO staff has updated the Tasks and Products for FY2019 in the FY2018 and FY2019 Unified Planning Work Program (UPWP). The Finance Committee will review the FY2019 Budget Amendment on September 20, 2018. The updated FY2019 Tasks and FY2019 Budget will go to Planning Council for their approval at their October 4, 2018 meeting.

The two updated FY2019 Tasks (*Task 2.11 Local Transportation Plan* and *Task 4.5 Larimer County Senior Transportation Implementation Plan*) are provided as an attachment to this memo.

The full FY2018-2019 UPWP, approved by Planning Council on May 3, 2018, may be accessed here: <http://bit.ly/2FAMGQh>.

### Action

NFRMPO staff requests TAC members review the updated FY2019 Tasks and Deliverables and provide comments at the August 15, 2018 TAC meeting.

## FY 2019 UPWP Amendment 1

### 2.11 LOCAL TRANSPORTATION PLAN

#### **OBJECTIVE**

This work task makes funds available to small local governments for development of transportation plans. Many small local governments within the NFRMPO have lacked resources to prepare transportation plans and this allows funding and NFRMPO staff support in the development of those plans.

#### **METHOD**

The NFRMPO acts as a pass through organization providing local government(s) funds to hire consultants to prepare local transportation plans. The local government desiring to use these funds is responsible for directing the content and issues to be addressed within the plan. NFRMPO staff provides assistance to the local government and acts as a resource during the expenditure of federal funds on the plan.

#### **OVERALL IMPACT/INTENT**

These plans are intended to assist small local governments in transportation planning at the local level making the members more engaged at the regional level.

#### **2019 PRODUCTS**

1. Attendance at Steering Committee meetings
2. Reviews of draft documents
3. Review of final document
4. Incorporation of plan in future NFRMPO planning process

#### FY 2019

PERSON/WEEKS: 5

#### 2019 BUDGET:

Personnel	\$12,500
Other Direct	25,000
Indirect	<u>3,173</u>
<b>Total</b>	<b>\$40,673</b>

2019 DISTRIBUTION

Federal	
CPG (82.79%)	\$33,673
Local match (17.21%)	<u>7,000</u>
<b>Total</b>	<b>\$40,673</b>

OTHER DIRECT:

Out of State Travel	0
Consultant	25,000
Other	<u>0</u>
<b>Total</b>	<b>\$25,000</b>



## **4.5 LARIMER COUNTY SENIOR TRANSPORTATION IMPLEMENTATION PLAN**

### **OBJECTIVE:**

This task builds on work done by the Larimer County Office on Aging (LCOA) and Larimer County Engineering Department on the *Larimer County Senior Transportation Needs Assessment*. The Implementation Plan will craft an outreach program, draft a business and financial plan, and make recommendations about potential pilot projects based on the recommendations in the *Needs Assessment*.

### **METHOD:**

NFRMPO staff will work with staff from the Partnership for Age-Friendly Communities (PAFC), the Larimer County Department of Health and Environment, Rural Alternatives for Transportation (RAFT), Larimer County Office on Aging, and Larimer County Community Development. The group currently meets as the Larimer County Senior Transportation Work Group.

The NFRMPO will follow agency procurement policies to issue a Request for Proposals to hire a consultant who will carry out the software evaluation and the Business/Implementation Plan. The consultant will report to the assigned project manager and the Larimer County Senior Transportation Work Group. The RFP will be written to ensure a timeline and deliverables that match the Scope of Work developed with CDOT and NADTC.

### **OVERALL IMPACT/INTENT:**

The intent of the Larimer County Senior Transportation Implementation Plan is to develop a business and financial plan improving transportation throughout Larimer County to medical, employment, and other destinations particularly for seniors, people with disabilities, veterans, and low-income individuals.

### **FY2019 PRODUCTS:**

1. Report recommending software/program for Inclusion in Business/Financial Plan
2. Develop inclusive outreach program
3. Business and Financial Plan
4. Final Implementation Plan

FY 2019

PERSON/WEEKS: 4

2019 BUDGET:

Personnel	\$3,500
Other Direct	\$77,500
Indirect	<u>0</u>
<b>Total</b>	<b>\$81,000</b>

2019 DISTRIBUTION:

Federal	
5304	\$40,000
5304 match	\$16,000
NADTC	\$20,000
NADTC match	<u>\$5,000</u>
<b>Total</b>	<b>\$81,000</b>

2019 OTHER DIRECT:

Out of State Travel	\$3,000
Consultant	\$74,000
Other	<u>\$500</u>
<b>Total</b>	<b>\$77,500</b>





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#### **MPO Transportation Staff**

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Planning Director  
Ryan Dusil, Transportation Planner  
Alex Gordon, Transportation Planner III/  
Mobility Coordinator  
Medora Kealy, Transportation Planner II  
Sarah Martin, Transportation Planner

## MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Alex Gordon and Sarah Martin

Date: August 15, 2018

Re: **2045 Goals, Objectives, Performance Measures, and  
Targets (GOPMT)**

### Background

NFRMPO staff brought the 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) to TAC at both the June and July 2018 meetings. At both meetings, TAC provided comments and suggestions for updating the GOPMT. NFRMPO has incorporated these edits into the attached GOPMT framework, **Attachment A**. National and MPO goals did not change. Major updates since the July TAC discussion include ensuring all Objectives have aspirational and measurable verbs (increase, improve, etc.), and adding regionally-specific performance measures.

NFRMPO staff proposes the regional performance measures (PMs) and targets shown in **Attachment B**. Staff requests TAC provide comments and feedback on these PMs and targets.

The GOPMT will be taken to Planning Council for discussion in September and is expected to come back for TAC recommendation to Planning Council in September.

### Action


Staff requests TAC review and discuss the progress of the 2045 GOPMT and make necessary edits or recommendations.

Attachment A

Value Statement

We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users and that protects and enhances the region's quality of life and economic vitality.

	<b>Goal Area 1</b> Economic Development Quality of Life	<b>Goal Area 2</b> Mobility	<b>Goal Area 3</b> Multi-Modal	<b>Goal Area 4</b> Operations
<b>MPO GOAL</b>	Foster a transportation system that supports economic development and improves residents' quality of life	Provide a transportation system that moves people and goods safely, efficiently, and reliably	Provide a multi-modal system that improves accessibility and transportation system continuity	Optimize operations of transportation facilities
<b>NATIONAL GOALS</b>	Infrastructure Condition	Safety	Infrastructure Condition	Congestion Reduction
	Freight movement and economic vitality	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality
	Environmental Sustainability	System Reliability		Reduced Project Delivery Delays
<b>OBJECTIVES</b>	Conform to air quality requirement	Reduce number of severe traffic crashes	Support transportation services for all including the most vulnerable and transit-dependent populations	Optimize the transportation system
<b>PERFORMANCE MEASURES &amp; TARGETS</b>	5	1	6	4
	2	4	6	6
	3	4	6	6
	T-1			
	T-2			
	T-3			
		Improve travel time reliability	Increase mode share of non-single occupancy vehicles (SOV) modes	Enhance Transit Service in the NFR region
		Improve travel time reliability	Develop infrastructure that supports alternate modes and connectivity	Reduce project delivery time frame

	PERFORMANCE MEASURE	STATEWIDE TARGET	NFRMPO REGION TARGET
1	 <p><b>SAFETY</b>            Number of Fatalities            Fatality rate per 100 million vehicle miles traveled            Number of serious injuries            Serious injury rate per 100 million vehicle miles traveled            Number of non-motorized fatalities and serious injuries</p>	610 1.2 3,350 6.79 586	Adopted State Targets
2	 <p><b>PAVEMENT CONDITION</b>            Percent of pavement on interstate System in good condition            Percent of pavement on interstate System in poor condition            Percent of pavement on non-interstate NHS in good condition            Percent of pavement on non-Interstate NHS in poor condition</p>	47% 1% 51% 2%	Potentially adopting State Targets
3	 <p><b>BRIDGE CONDITION</b>            Percentage of NHS bridges classified as in good condition            Percentage of NHS bridges classified as in poor condition</p>	44% 4%	Potentially adopting State Targets
4	 <p><b>RELIABILITY (System Reliability and Freight Movement)</b>            Percent of person-miles traveled on Interstate system that are reliable            Percent of person-miles traveled on non-interstate NHS that are reliable            Truck travel time reliability index</p>	81% 64% 1.5	Potentially adopting State Targets
5	 <p><b>AIR QUALITY (CMAQ)/ENVIRONMENTAL SUSTAINABILITY</b>            VOC Reduction            Carbon Monoxide (CO) Reduction            Nitrogen Oxides (NOx) Reduction</p>	105 kg/day 1,426 kg/day 105 kg/day	Potentially adopting State Targets
6	 <p><b>NFRMPO-SPECIFIC</b>            Population and essential destinations within paratransit and demand response service area within the MPO boundary            Non-motorized facility miles            Percent of non-single occupant vehicle commute trips            Fixed-route revenue hours per capita within service areas            Daily VMT per capita            MPO-funded Projects delivered on or before scheduled            Travel Time Index on RSCs            Percent NHS miles covered by ITS</p>		At least 75% Increase by 50% At least 30% Increase by 10% Daily VMT per capita ≤ 24 TBD 90% of RSCs have a TTI ≤ 1.5 TBD

**Attachment B - Proposed NFRMPO-Specific Performance Measures**

Performance Measure	Target
Population within paratransit and demand response service area within the MPO boundary	At least 75%
Non-motorized facility miles	Increase by 50%
Percent of non-single occupant vehicle (non-SOV) commute trips	30%
Fixed-route revenue hours per capita within service areas	Increase by 10%
Daily VMT per capita	Daily VMT per capita $\leq$ 24
MPO-funded Projects delivered by FHWA Completion Date	TBD
Travel Time Index (TTI) on RSCs	90% of RSCs have a $TTI \leq 1.5$
Percent NHS miles covered by ITS	TBD



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## MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Ryan Dusil and Medora Kealy

Date: August 15, 2018

Re: 2045 Regionally Significant Corridor (RSC) Update

### Background

The proposed Regionally Significant Corridor (RSC) criteria for the 2045 *Regional Transportation Plan* (RTP) were discussed by TAC on April 18, 2018 and May 16, 2018. This Discussion Item provides an update on the timing of RSC adoption for the 2045 RTP and use of RSCs in the 2018 Call for Projects and the 2019 *Congestion Management Process* (CMP).

As discussed by TAC on May 16, 2018, the following are the proposed 2045 RSC criteria:

1. Include all Interstates, US Highways, and State Highways.
2. Include all other roadways that meet the following criteria:
  - a. The roadway is eligible to receive federal aid.
  - b. The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2045.
  - c. It is anticipated that by 2045, all segments of the roadway designated as an RSC will be built and paved.
  - d. The roadway serves regional traffic as determined by local knowledge.

The attached Proposed RSC Eligibility map identifies how the proposed criteria apply to the roadways in the North Front Range region. The red segments identify roadways which are **not** federal-aid eligible.

Roadways eligible for federal aid include the National Highway System, the Interstate System, and all other public roads not classified by the State DOT as local roads or rural minor collectors, as defined in [23 Part 470](#).

Several communities are in the process of requesting roadway functional class updates by CDOT to enable federal-aid eligibility. The timeline for CDOT's reclassification process is currently unknown.

To provide time for roadway functional class update requests and to allow the 2018 Call for Projects to proceed, the Call will allow applications for projects on federal-aid eligible portions of RSCs identified in the 2040 RTP. The 2019 CMP, to be completed in spring 2019, supports the 2045 RTP and needs to include the 2045 RSCs.

## **Action**

Staff requests communities notify the NFRMPO of the roadways for which they will request reclassifications by September 5, 2018. The 2045 RSCs will return to TAC as an Action Item prior to March 2019 to allow the completion of the *2019 CMP* in spring 2019 and, if possible, after the reclassification process is complete.



# Proposed Regionally Significant Corridor (RSC) Eligibility

**Legend**

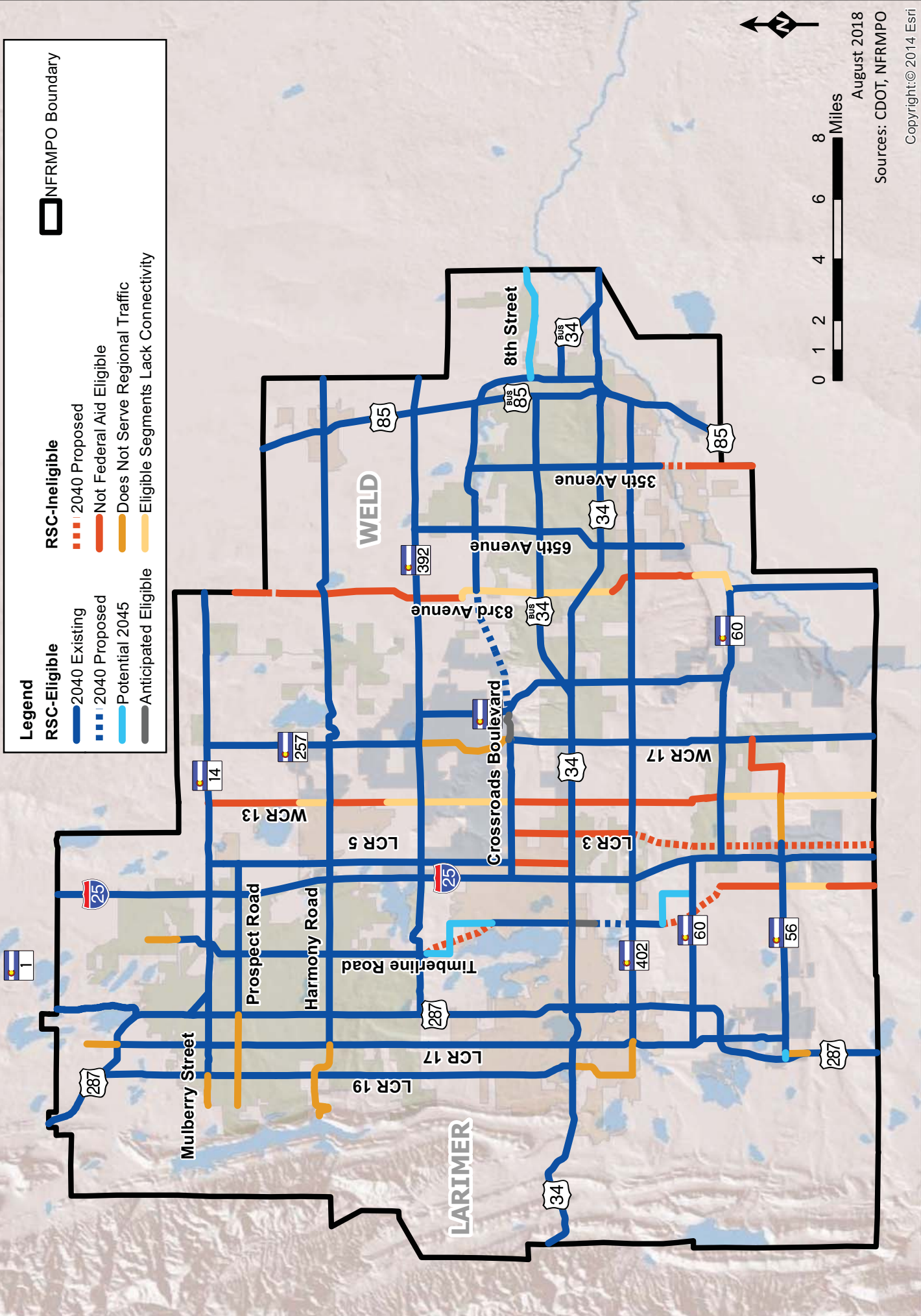
**RSC-Eligible**

- 2040 Existing
- 2040 Proposed
- Potential 2045
- Anticipated Eligible

**RSC-Ineligible**

- 2040 Proposed
- Not Federal Aid Eligible
- Does Not Serve Regional Traffic
- Eligible Segments Lack Connectivity

NFRMPO Boundary



August 2018  
 Sources: CDOT, NFRMPO  
 Copyright: © 2014 Esri





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# MEMORANDUM

**To:** NFRMPO Technical Advisory Committee

**From:** Becky Karasko

**Date:** August 15, 2018

**Re:** *2045 Regional Transportation Plan (RTP) Schedule and Process*

## Background

The *2045 Regional Transportation Plan (RTP)* is anticipated to be adopted by Planning Council in September 2019, ahead of the October 21, 2019 expiration of the *2040 RTP's* Conformity Determination. As the NFRMPO begins the *2045 RTP* cycle, staff want to bring the schedule and RTP components and process to TAC for information, discussion, and input.

The table below details the *2045 RTP* components as well as the anticipated completion and/or Planning Council adoption date. The degree of TAC member involvement will vary by component; however, the final drafts will be brought to TAC for their review and recommendation for Planning Council approval or adoption.

2045 RTP Components	Anticipated Completion/Adoption Date
<i>2045 Regional Transit Element (RTE)</i>	November 2018
<i>2015 Land Use Allocation Model (LUAM)</i>	January 2019
<i>2045 Regional Travel Demand Model (RTDM)</i>	
FY2022-2023 Call for Projects	February 2019
Conformity Determinations on FY2020-2023 TIP	April 2019
FY2020-2023 TIP	May 2019
<i>2019 Congestion Management Process (CMP)</i>	June 2019
Conformity Determinations on FY2020-2023 TIP and 2045 RTP	August 2019
<i>2045 RTP</i>	September 2019
Readoption of the FY2020-2023 TIP	September 2019
<i>2019 Public Involvement Plan (PIP)</i>	November 2019

## Action

Staff requests TAC members review the schedule of *2045 RTP* components and provide feedback on the level of involvement members want to have in the overall RTP process.

# Northern Colorado Bike & Ped Collaborative

Executive Summary - Wednesday, August 8, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

## Senate Bill 1 (SB1) Bike/Ped Project List

Jacobsen stated CDOT will be requesting non-motorized projects from local agencies to create a statewide list of priorities for the multi-modal funding included in SB1 and other potential statewide funding initiatives. The projects will need to be shared-use paths/trails or bike lane projects that would not be funded as part of a typical roadway project. Local agencies will submit their projects to CDOT Region 4 Staff and can expect the process and criteria for the list to be finalized and released by late August. CDOT will begin drafting a Statewide Bicycle Plan in Fall 2018 and will incorporate this project list and CDOT will accept new projects as they are submitted to prepare for future funding opportunities, improve the State's tracking of non-motorized projects, and improve communication with local agencies.

## NFRMPO Call for Projects: Transportation Alternatives (TA) Project Scoring Criteria

The Collaborative decided they will consider the inclusion of wayfinding elements and non-motorized counters within the proposed TA project scoring criteria. The Collaborative will not require applicants to include these elements in their applications, but applicants will be scored on whether they include these elements. The Collaborative will provide a written breakdown of how the elements they will consider within each criterion.

## NFRMPO 2045 Non-Motorized Performance Measures and Targets

Martin and Dusil presented the following MPO-specific performance measures and targets related to the goal of providing a multi-modal system that improves accessibility and transportation system continuity.

Performance Measure	Where are we now? (Baseline)	Where do we want to be? (2045 Target)
Percent of commute trips made in a non-single occupant (Non-SOV) vehicle	23.1 percent	30 percent
Miles of Non-Motorized Facilities (miles of sidewalks, bike lanes, trails/shared-use paths)	3,352 miles	5,016 miles

The Collaborative requested the targets be raised to encourage further investment in programs and policies that improve mobility for all. Dusil agreed to perform additional analysis and bring the revised targets to TAC.

## Northern Colorado Leaders Ride

Dusil summarized the details of the event, scheduled for Friday, October 12, 2018. The invitation for the event will be released within the next week and will target elected officials from the region, as well as other key leaders.

## Future Agenda Items

- NFRMPO Call for Projects: Transportation Alternatives (TA) Project Scoring Criteria
- eBike Regulation
- Colorado Senate Bill 144 (Bicycle Safety Stop / Idaho Stop Law)

# LONG VIEW TRAIL GRAND OPENING

You're Invited!

## Long View Trail Grand Opening Celebration

### Loveland to Fort Collins Connection

Saturday, August 18  
8-11am

10 am ribbon cutting  
at Sunset Vista Natural Area

**P** Parking available at  
Front Range Community  
College & Crossroads Church

Join City of Loveland, Larimer  
County & City of Fort Collins  
to celebrate.

**\* Fun activities for the whole  
family! See map for locations.**

Visit <http://bit.ly/LongViewTrail>  
for more info.

